



City of Tualatin

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OFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF April 18, 2013

TPC MEMBERS PRESENT:

Alan Aplin
Jeff DeHaan (arrived after Agenda Item 3)
Cameron Grile
Bill Beers
Mike Riley

STAFF PRESENT:

Will Harper
Ben Bryant
Lynette Sanford

TPAC MEMBER ABSENT: Steve Klingerman, Nic Herriges

GUESTS: Grace Lucini, John Lucini, Joe Lipscomb

1. CALL TO ORDER AND ROLL CALL:

Chair Riley called the meeting to order at 6:33 pm. and reviewed the agenda. Roll call was taken.

2. APPROVAL OF MINUTES:

Mr. Riley asked for review and approval of the March 21, 2013 TPC minutes. MOTION by Beers SECONDED by Aplin to approve the March 21, 2013 minutes. MOTION PASSED 4-0

3. COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA):

4. ACTION ITEMS:

- A. Consideration to Amend the Tualatin Development Code (TDC) Chapter 12 – Water Service – Incorporating the January 2013 Water Master Plan. Amending TDC 12.010-12.040, Table 12-1 and Water System Master Plan Map 12-1. Plan Text Amendment 13-01. This is a legislative action by the City.**

Will Harper, Senior Planner, gave a briefing to the Planning Commission members regarding Plan Text Amendment (PTA-13-01) which would update the Tualatin Development Code (TDC) Chapter 12, to incorporate the January 2013 Water Master Plan accepted by Council on March 11, 2013.

Mr. Harper explained that PTA 13-01 would incorporate the information associated with this Water Master Plan into Chapter 12 of the TDC which deals with water systems and service. The last time a Water Master Plan was incorporated in the TDC was 2003. The

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change in 2003 was fairly significant which dealt with supply and demand, system operation, sources of water, and ways to conserve. This plan amendment updates the 2003 plan regarding supply and demand, fire supply pressure zones, reservoirs, and future needs. It also looks at the demand in the next 20 years and includes future residential demand in the in the Basalt Creek Area.

Mr. Harper went on to discuss Attachment A, which shows the language that would be removed including the capital improvement summary. There was also an update to Map 12-1 which details the major supply lines and the locations of reservoirs. An analysis and findings report was attached as well as a complete copy of the Water Master Plan. Mr. Harper asked the Planning Commission members to consider the application and staff report and make a recommendation to City Council to approve the amendment proposed in PTA-13-01.

Mr. Riley asked if MSA (Murray, Smith & Associates) were the consultants who completed the engineering work and projections. Mr. Harper replied that MSA did complete the work – CH2M Hill completed the 2003 version. The Engineering Operations staff has also been instrumental in the preparation of the plan.

Mr. DeHaan had several questions with the Water Master Plan regarding threats to our water supply and emergency planning, the notation of 9000 feet of asbestos concrete pipe, which would cost millions to replace, and an apparent inconsistency between the approximate and official population estimates. Mr. Harper responded that while the number of residential water accounts is known, it is difficult to have an exact number of people served by the water supply. Mr. Aplin noted that Murray Smith & Associates is one of the larger businesses and he has a high level of confidence in their work.

Grace Lucini - 23677 SW Boones Ferry Rd, Tualatin, OR

Ms. Lucini spoke to the group and distributed a handout. She lives in unincorporated Washington County, outside the city limits of Tualatin. She noted in the Water Master Plan, there is a 12 inch water main that will be constructed near or beneath her house. Ms. Lucini noted the area they're trying to serve is Basalt Creek, which is south of Tualatin city limits. Their property is one of four that may be impacted.

Ms. Lucini continued that the cost associated with this water main is \$3,910,000. It's stated that this will happen somewhere between 2017 and 2021. She added that this estimate is based on the assumption that no rock excavation or excessive dewatering is included, no property or easement acquisitions costs are included, or specialty construction costs. Ms. Lucini continued that the Basalt Creek area is comprised of large significant basalt rock formations and has been identified by Metro as having the highest valued riparian and wetland area. She believes the Water Master Plan Text Amendment should include a requirement for an Environmental Impact Statement covering the Basalt Creek Area consistent with Statewide Goal 5 and include a requirement for a slope evaluation.

Mr. Aplin commented that before construction begins, an Environmental Impact

Statement will be completed. It's part of the entire process. Ben Bryant, Management Analyst, confirmed Mr. Aplin's assumption that more environmental analysis will be completed prior to construction. He continued that in the Water Master Plan, it is assumed that there would be growth in the Basalt Creek area. The concept planning phase is dependent on what the property owners want to see and will further refine what we assume is needed. Mr. Grile stated that the project costs are preliminary and as the projects move forward, they will get refined. Just because a project is noted in the plan, it doesn't mean it will be constructed. Discussion followed regarding annexation, unincorporated areas, and future development.

The question was brought up if a water main can be placed beneath a property. Mr. Harper replied that usually they are placed in a street or an easement where there is no development. Ms. Lucini noted that the lots in this area are long and narrow and she's concerned the water main will go underneath part of her residence. Mr. Harper stated that the Water Master Plan doesn't build anything; it anticipates things including industrial and residential areas. It doesn't make decisions about alignments, doesn't set up a capital improvement program, and it's ultimately going to have to be revised when the Basalt Creek plan is revised. Mr. Riley noted that the Planning Commission does not make the decisions, only recommendations to Council. He noted that they would pass along her concerns to City Council, and at this point, recommend adoption of this plan. This will go to City Council on May 13.

MOTION by Aplin SECONDED by Grile to recommend approval of the amendment proposed in PTA-13-01. MOTION PASSED 5-0.

5. COMMUNICATION FROM CITY STAFF

A. Southwest Corridor Update

Ben Bryant, Management Analyst, gave an update on the Southwest Corridor Plan, which included a PowerPoint presentation. Mr. Bryant explained that the SW Corridor Plan is a land use and transportation plan that looks at all potential modes of transportation including light rail transit, commuter rail, bus rapid transit, local bus, and streetcar.

Mr. Bryant stated that the plan started with the need for high capacity transit. Tualatin residents have recognized that a lot of places within the SW corridor are lacking bus service. Trimet has committed to conduct a southwest enhancement study to look at local service, re-route the service to be more efficient, or to add local service. The Chamber has also put in a request to expand their local shuttle service. In addition, there is a need for high-capacity transit. Mr. Bryant further described what Bus Rapid Transit was – a cross between local bus and light rail.

Mr. Bryant stated that the Metro team utilized the information gathered in local land use and transportation plans to develop potential high capacity transit routes. Two of the

alignments travel to or through Tualatin. He further discussed the creation of different routes in regards to the housing density for the years 2010-2035 and the employment density from 2010-2035. The five potential alignments that came out of the high capacity transit studies were:

- Light rail to Tigard
- Bus rapid transit to Tigard
- Bus rapid transit to Tualatin
- Bus rapid transit to Sherwood
- Bus rapid transit hub and spoke

Mr. Beers noted that he was surprised that only one of these options included light rail. Mr. Bryant replied that this is due to light rail being very expensive to build on the capital side; however federal government would pick up 50% of the cost. Light rail is also less expensive to operate since the major cost is the salaries for the driver. A lot more people can ride a light rail train than a bus (over 200 compared to 40). Mr. Beers commented that he was hoping for a commuter rail from downtown to Tualatin. Mr. DeHaan noted he liked the alignments.

Mr. Bryant continued discussing the upcoming schedule. He plans to return to the Planning Commission meeting on May 16th. At that time, all the alignments will have evaluation results. There will be an Economic Summit on May 21st and a Community Forum/Open House on May 23rd. The Transportation Task Force will be meeting on June 6th to review evaluation results of the transit route options and provide a recommendation. Mr. DeHaan added that there are many traffic problems in the City of Tualatin and would like to go on the record of saying he's in favor of high capacity transit and it should go west to Sherwood. Mr. Grile asked if park and rides were on the plan. Mr. Bryant responded that they are not at this time.

Joe Lipscomb, 8720 SW Tualatin Rd, Tualatin, OR

Mr. Lipscomb updated the group on the Job Access Mobility Institute (JAMI) program. He is part of the team along with members of the Chamber of Commerce, City of Tualatin, Trimet, WorkSource Tualatin, Enterprise, and Ride Connection. This team's goal is to find sustainable and viable transportation options in the NW employment corridor.

Mr. Lipscomb stated that they surveyed 9 large employers, a 12.2% sampling of the total workforce. Employers include: HuntAir, Lam Research, Precision Wire Components, Leviton, LightSpeed, Pacific Natural Foods, McLane, Veris, and DPI NW Specialty Foods. Their primary concern is getting people to their jobs, since Tualatin is a major hub. The study came up with recommendations, which include changing and expanding bus service. They also discussed employers establishing van pools, car pools, and negotiated with Ride Connection to cover seniors and those with disabilities. All of the employers sited transit as a major obstacle to doing business in Tualatin in order to hire the best employees with the required skills needed. As of today, JAMI has applied for three grants and received one, which will be used to hire a consultant.

Mr. DeHaan asked Mr. Lipscomb if any of the employers surveyed would be willing to offer incentives to their employees to use public transportation. Mr. Lipscomb replied that none of the employers currently offer this, but may be willing to in the future. Mr. Harper asked Mr. Lipscomb where the JAMI team and the SW Concept team match up. Mr. Lipscomb responded that the SW Corridor needs to bring employees to the WES transit center and needs to be thought of as not a park and ride, but as a Beaverton Transit Center.

6. FUTURE ACTION ITEMS

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Mr. Grile asked if we could add the documents distributed from Ms. Lucini and Mr. Lipscomb to the meeting minutes.

8. ADJOURNMENT

MOTION BY Beers SECONDED by Grile to adjourn the meeting at 8:55 pm. MOTION PASSED 5-0.

_____ Lynette Sanford, Office Coordinator